

Union Wages and Hours: Local Transit Operating Employees

October 1, 1951

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UNITED STATES DEPARTMENT OF LABOR

MAURICE J. TOBIN, *Secretary*

BUREAU OF LABOR STATISTICS

EWAN CLAGUE, *Commissioner*



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Letter of Transmittal

UNITED STATES DEPARTMENT OF LABOR,
Bureau of Labor Statistics,
Washington, D. C., February 15, 1952.

The Secretary of Labor:

I have the honor to transmit herewith a report on the annual study of union scales of wages and hours in effect on October 1, 1951, for operating employees in the local transit industry in 76 cities.

This report was prepared in the Bureau's Division of Wages and Industrial Relations by Alexander Moros, under the direction of John F. Laciskey.

Ewan Clague, Commissioner.

Hon. Maurice J. Tobin,
Secretary of Labor.

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1914

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1930

Union Wage Scales and Hours of Local Transit Operating Employees, October 1, 1951

Summary

Union hourly pay scales of bus operators, motormen, and conductors averaged \$1.60 on October 1, 1951, representing an increase of 10 cents an hour, or 6.5 percent over the average of the previous October.^{1/} Upward scale adjustments effective during the 12-month period benefited 95 percent of the transit workers included in the study.

Standard weekly schedules of work were reported for over five-sixths of the operating employees surveyed on October 1, 1951. Of those having a standard workweek, schedules of 44 hours were in effect for three-eighths of the workers and of 40 hours for over a third. On October 1, 1951, weekly standard schedules averaged 43.4 hours.

Scope and Method of Survey

The Bureau of Labor Statistics has conducted annual surveys in the local transit industry since 1921. This study is the thirty-first in the series.

The information included in this report is based on union scales in effect on October 1, 1951. The study covered approximately 100,000 local city transit operating employees in 76 major cities ranging in population from about 40,000 to over 1,000,000. Trackmen and maintenance workers were excluded from the study.

Municipally owned intra-city transit systems were included, if unions acted as bargaining agents for the employees. Of the total union membership surveyed, 77 percent operated 1-man cars and busses; 13 percent, 2-man cars; and 10 percent were on elevated and subway lines.

Data were obtained primarily from local union officials by mail questionnaire. In a few cities information was obtained by personal visits of Bureau field representatives.

Union scales are defined as the minimum wage rates and maximum schedules of

hours agreed upon through collective bargaining between employers and unions. Rates in excess of the negotiated minimum which may be paid for special qualifications or for other reasons are not included.

Average rates, designed to show current levels, are based on all rates reported for the current year in the cities covered, regardless of workers' length of experience. Individual rates are weighted by the number of union members reported as working at each rate. These averages are not measures for yearly comparisons because of annual changes in membership and in classifications studied.

In the index computations, year-to-year changes in union scales are obtained by weighting comparable quotations for two consecutive years by membership for the current year. In this manner, chain indexes suitable for measuring trends are constructed.

Beginning with this report, the index base has been changed from July 1, 1939, to the average of the 3-year period 1947-49. This report presents index tables computed on both the old and new bases. Indexes computed on the 1939 base will be discontinued in future reports.

Trends in Union Wage Scales

The index of union hourly scales for local transit operating employees on October 1, 1951, was 18.2 percent above the 3-year average (1947-49) preceding the outbreak of hostilities in Korea and 106.5 percent above the June 1, 1939 level (table 1). The advance of 6.5 percent during the year exceeded the gains registered in each of the two preceding 12-month periods when increases averaged 4.8 and 4.1 percent, respectively.

Over nine-tenths of the local transit workers studied had their pay scales adjusted upward as the result of negotiated contracts becoming effective between October 1, 1950, and October 1, 1951. The increases averaged 9.8 cents and ranged from 2 to over 20 cents an hour. For over three-fifths of those receiving scale advances, the increases ranged from 7 to 13 cents; about a tenth received less than 7 cents an hour and a sixth received advances of 15 cents or more. Elevated and subway operators recorded the greatest gain with

^{1/} See Bureau of Labor Statistics Bulletin No. 1019 - Union Wages and Hours: Local Transit Operating Employees, October 1, 1950.

an average increase of 12.5 cents an hour; operators of 1-man cars and busses advanced their scales 9.5 cents, on the average, and motormen and conductors of 2-man cars moved up 9.3 cents. These adjustments represented gains of 8.3, 6.4, and 6.2 percent, respectively (table 2).

At least 9 of every 10 union operating employees studied in each type of conveyance had pay increases between October 1, 1950, and October 1, 1951. Most of the 1-man car and bus operators had increases of 4 to 10 percent. On a cents-per-hour basis, the advances typically ranged from 7 to 13 cents, although a seventh of the operators received 15 cents or more. In 2-man car operations, two-fifths of the motormen and conductors received hourly increases of from 7 to 8 cents, a fourth from 12 to 13 cents and about a fifth from 14 to 20 cents. For over two-fifths of the operating employees on elevated and subway systems, the adjustments varied from 12 to 14 cents an hour, another three-eighths advanced their hourly scale at least 15 cents (tables 3 and 4).

Wage Scale Variations

In most union agreements covering local transit operating employees, hourly scales generally are graduated on the basis of length of service. An entrance or starting rate, one or more intermediate rates, and a maximum or top rate ^{2/} are usually provided. Although the time interval between rate steps varies from city to city, the entrance rate is most frequently paid for the first 3 or 6 months and the intermediate rate for the remainder of the first year of employment. Agreements in a few cities, including Reading and San Francisco, provided for a single scale regardless of length of service.

Entrance rates for 1-man car and bus operators ranged from \$1.10 in Wichita, Charlotte, and Savannah to \$1.72 in Chicago. Seattle, with a rate of \$1.705, had the second highest entrance rate. The lowest starting rate (\$1.34) reported for 2-man surface-car operators was in Los Angeles and the highest (\$1.62) in Chicago.

^{2/} This so-called maximum or top rate is really a minimum scale after a specified period of employment with the company. It is not a maximum rate in the sense that the company may not pay more.

Maximum or top scales for busses and 1-man surface-car operators ranged from \$1.20 in Savannah to \$1.84 in Chicago. Top scales for operators of 2-man surface-cars ranged from \$1.42 in Los Angeles to \$1.72 in Chicago.

Nationally, average hourly scales showed little variation by type of conveyance operated. Union scales on October 1, 1951, averaged \$1.60 an hour for operators of 1-man cars and busses, \$1.59 for motormen and conductors of 2-man cars and \$1.63 for operators of elevated and subway equipment.

For about 70 percent of the employees included in the study, union rates ranged from \$1.50 to \$1.75 an hour. Less than 5 percent were at rates below \$1.35 and 11 percent had rates of at least \$1.75 an hour. Over three-fifths of the 1-man car and bus operators studied were covered by contracts providing rates of from \$1.55 to \$1.75 an hour. Although slightly less than half of the motormen and conductors on 2-man surface-cars had hourly rates ranging from \$1.50 to \$1.60, over a third ranged from \$1.65 to \$1.75. A fifth of the subway and elevated operators received at least \$1.85 an hour; a slightly larger proportion had rates ranging from \$1.55 to \$1.65, and rates for an additional sixth of the employees ranged from \$1.40 to \$1.45 an hour (table 5).

City and Regional Rate Differentials

Average wage scales for union local transit operating employees varied widely among the 76 cities studied, ranging from \$1.20 an hour in Savannah to \$1.75 in Seattle. In 19 cities, the wage level was \$1.60 or more an hour; in 27, the level ranged from \$1.30 to \$1.50 (table 6). Oklahoma City and Savannah were the only cities with scale levels of less than \$1.25 an hour.

Wage scales of local transit workers in 5 of the survey cities remained unchanged between October 1, 1950, and October 1, 1951. Increases in the other cities ranged from 2 cents an hour in Chattanooga, Mobile, and Norfolk to 20 cents in Louisville. Raises of 5 to 10 cents were recorded in 31 of these cities and of 10 to 15 cents in 23 others.

Local transit workers wage scales tend to vary directly with city size. There was comparatively little variation in the averages for the 3 largest size groups. A 14-cent differential, however,

existed between the average for the 250,000 to 500,000 population group and the next smaller size group (table 6).

Within each size group, the rate levels did not necessarily vary according to city size. For example, rate levels for New Haven, Providence, and Springfield, in the fourth size population group, exceeded the average for cities having a population of a million or more. Minneapolis and Pittsburgh ranked seventh and eighth, respectively, in city scale levels, whereas such large metropolitan centers as New York and Philadelphia were sixteenth and twenty-third, respectively, among the cities surveyed.

On a regional basis, average union scales for all classifications of local transit operating employees were highest in New England (\$1.68) and lowest in the Southwest (\$1.39). The Middle Atlantic and Great Lakes regions also exceeded the national average of \$1.60 an hour. Regional averages for 1-man car and bus operators, who comprised over three-fourths of the workers included in the study, followed a somewhat similar pattern. For 2-man car operators, the Great Lakes re-

gion was highest (\$1.63) and the Southwest lowest (\$1.43) (table 7).

Standard Workweek

Although over four-fifths of the workers were reported as having a standard workweek on October 1, 1951, no straight-time weekly hours were reported for about a third of the cities studied. In those cities where regular schedules were in effect, the typical workweek for 1-man car and bus operators consisted of 40 hours; for 2-man cars, 40 and 44 hour workweeks were of almost equal importance; and 44 hour straight-time schedules prevailed for three-fourths of the elevated and subway operators. The standard workweek averaged 43.4 hours for all types of conveyances on October 1, 1951.

Union Scales of Wages and Hours, by City

A listing of union wage scales in effect October 1, 1951, and October 1, 1950, is presented in table 9 for each of the 76 cities included in the current survey. Weekly hours in effect on these dates are also shown for those cities that reported a regular workweek after which premium overtime was paid.

TABLE 1A.--Indexes of hourly wage rates of local transit operating employees, 1929-51 ^{1/}June 1, 1939 = 100

Date	Index	Date	Index
1929: May 15	91.6	1941: June 1	104.8
1930: May 15	92.5	1942: July 1	112.5
1931: May 15	92.5	1943: July 1	119.3
1932: May 15	90.6	1944: July 1	120.3
1933: May 15	(2/)	1945: July 1	122.1
1934: May 15	88.0	1946: July 1	143.1
1935: May 15	91.4		
1936: May 15	92.1	1947: Oct. 1	161.5
1937: May 15	96.4	1948: Oct. 1	177.7
1938: June 1	99.2	1949: Oct. 1	185.0
1939: June 1	100.0	1950: Oct. 1	193.3
1940: June 1	101.1	1951: Oct. 1	206.5

^{1/} Year-to-year changes in union scales are based on comparable quotations for each classification weighted by the respective membership for the current year.

^{2/} Information not available.

TABLE 1B.--Indexes of hourly wage rates of local transit operating employees, 1929-51 ^{1/}Oct. 1, 1947-49 = 100

Date	Index	Date	Index
1929: May 15	52.4	1941: June 1	60.0
1930: May 15	52.9	1942: July 1	64.4
1931: May 15	52.9	1943: July 1	68.6
1932: May 15	51.9	1944: July 1	69.1
1933: May 15	(2/)	1945: July 1	69.9
1934: May 15	50.4	1946: July 1	81.9
1935: May 15	52.3		
1936: May 15	52.7	1947: Oct. 1	92.4
1937: May 15	55.2	1948: Oct. 1	101.7
1938: June 1	56.8	1949: Oct. 1	105.9
1939: June 1	57.2	1950: Oct. 1	110.9
1940: June 1	57.9	1951: Oct. 1	118.2

^{1/} Year-to-year changes in union scales are based on comparable quotations for each classification weighted by the respective membership for the current year.

^{2/} Information not available.

TABLE 2.--Average union hourly wage rates of local transit operating employees, Oct. 1, 1951, and increases in rates, Oct. 1, 1950, to Oct. 1, 1951

Occupation	Oct. 1, 1951 hourly rate	Increase over Oct. 1, 1950	
		Percent	Cents per hour
All local transit operating employees	\$1.60	6.5	9.3
Operators of 1-man cars and busses	1.60	6.4	9.5
Motormen and conductors of 2-man cars	1.59	6.2	9.3
Elevated and subway operators	1.63	8.3	12.5

TABLE 3.--Percent increases in union wage rates and percent of local transit operating employees affected, Oct. 1, 1950, to Oct. 1, 1951

Change in hourly rates	Percent of -			
	All workers	Operators of 1-man cars and busses	Motormen and conductors of 2-man cars	Elevated and subway operators
No change	5.0	5.2	6.6	2.1
Increases	95.0	94.8	93.4	97.9
Under 2 percent .....	.2	.2	-	-
2 and under 3 percent	7.1	9.0	1.2	-
3 and under 4 percent .....	.5	.7	-	-
4 and under 5 percent	13.1	9.5	36.3	11.8
5 and under 6 percent	16.4	19.9	6.4	2.2
6 and under 7 percent	3.7	4.8	-	-
7 and under 8 percent	12.8	15.5	5.2	1.9
8 and under 9 percent	10.7	9.9	24.4	-
9 and under 10 percent	15.4	10.2	.4	72.8
10 and under 11 percent	8.3	7.5	18.1	2.1
11 and under 12 percent	3.8	4.0	-	7.0
12 and under 13 percent	1.5	1.9	-	.1
13 and under 14 percent .....	.3	.1	1.4	(1/)
14 and under 15 percent .....	.7	.9	-	(1/)
15 percent and over .....	.5	.7	-	-

1/ Less than 0.05 of 1 percent.

TABLE 4.--Cents-per-hour increases in union wage rates and percent of local transit operating employees affected, Oct. 1, 1950, to Oct. 1, 1951

Change in hourly rates	Percent of -			
	All workers	Operators of 1-man cars and busses	Motormen and conductors of 2-man cars	Elevated and subway operators
No change	5.0	5.2	6.6	2.1
Increases	95.0	94.8	93.4	97.9
Under 3 cents	1.6	2.1	-	-
3 and under 4 cents	5.6	7.1	1.2	-
4 and under 5 cents .....	.3	.3	-	-
5 and under 6 cents	1.4	1.8	-	-
6 and under 7 cents	1.4	1.3	2.6	.8
7 and under 8 cents	18.4	15.6	40.1	13.1
8 and under 9 cents	9.2	11.9	-	-
9 and under 10 cents	2.5	3.2	-	-
10 and under 11 cents	7.8	9.1	5.2	1.9
11 and under 12 cents	8.4	10.9	-	-
12 and under 13 cents	12.4	8.5	24.8	25.0
13 and under 14 cents	3.5	2.3	-	17.0
14 and under 15 cents	7.3	6.2	18.1	2.4
15 and under 20 cents	14.0	12.9	1.4	37.7
20 cents and over	1.2	1.6	-	-

TABLE 5.--Distribution of union operating employees in the local transit industry, by hourly wage rates, Oct. 1, 1951

Hourly wage rates	Percent of -			
	All workers	Operators of 1-man cars and busses	Motormen and conductors of 2-man surface cars	Elevated and subway operators
Under \$1.15	0.1	0.1	-	-
\$1.15 and under \$1.20 .....	.1	.2	-	-
\$1.20 and under \$1.25 .....	.3	.4	-	-
\$1.25 and under \$1.30	1.8	2.3	-	-
\$1.30 and under \$1.35	1.1	1.4	0.2	-
\$1.35 and under \$1.40	4.1	5.3	-	(1/)
\$1.40 and under \$1.45	5.6	4.5	3.6	16.0
\$1.45 and under \$1.50	6.2	6.0	5.1	9.0
\$1.50 and under \$1.55	8.6	6.8	20.0	8.1
\$1.55 and under \$1.60	16.1	15.1	26.5	11.0
\$1.60 and under \$1.65	13.1	14.0	8.2	12.4
\$1.65 and under \$1.70	18.3	18.7	24.7	9.2
\$1.70 and under \$1.75	13.1	14.5	11.7	3.8
\$1.75 and under \$1.80	6.9	7.7	-	8.5
\$1.80 and under \$1.85	2.4	3.0	-	1.0
\$1.85 and over	2.2	-	-	21.0

1/ Less than 0.05 percent.

TABLE 6.--Average union hourly wage rates of local transit operating employees, by city and population group, Oct. 1, 1951

City and population group	Average hourly rate	City and population group	Average hourly rate
Group I (1,000,000 or more):		Group III (250,000 to 500,000): - Continued	
Chicago, Ill.	\$1.722	Columbus, Ohio	\$1.565
Detroit, Mich.	1.670	Toledo, Ohio	1.565
Average for Group I	1.637	Oakland, Calif.	1.524
New York, N. Y.	1.626	Birmingham, Ala.	1.519
Philadelphia, Pa.	1.566	Rochester, N. Y.	1.504
Los Angeles, Calif.	1.540	Indianapolis, Ind.	1.496
		Memphis, Tenn.	1.494
Group II (500,000 to 1,000,000):		Kansas City, Mo.	1.480
Boston, Mass.	1.730	Atlanta, Ga.	1.421
Washington, D. C.	1.693	Denver, Colo.	1.416
Minneapolis, Minn. 1/	1.689	San Antonio, Tex.	1.387
Pittsburgh, Pa.	1.688	Dallas, Tex.	1.371
Cincinnati, Ohio	1.680		
San Francisco, Calif.	1.635	Group IV (100,000 to 250,000):	
Milwaukee, Wis.	1.627	New Haven, Conn.	1.570
Average for Group II	1.625	Providence, R. I.	1.550
Baltimore, Md.	1.613	Springfield, Mass.	1.550
Cleveland, Ohio	1.597	South Bend, Ind.	1.592
Buffalo, N. Y.	1.580	Phoenix, Ariz.	1.590
St. Louis, Mo.	1.524	Worcester, Mass.	1.550
New Orleans, La.	1.474	Rock Island (Ill.) District 2/	1.537
Houston, Tex.	1.377	Spokane, Wash.	1.514
		Peoria, Ill.	1.503
Group III (250,000 to 500,000):		Youngstown, Ohio	1.500
Seattle, Wash.	1.754	Dayton, Ohio	1.474
Portland, Oreg.	1.716	Des Moines, Iowa	1.469
Newark, N. J.	1.699	Erie, Pa.	1.437
Average for Group III	1.574	Average for Group IV	1.433
Louisville, Ky.	1.570	Syracuse, N. Y.	1.427
		Grand Rapids, Mich.	1.422

See footnotes at end of table.

TABLE 6.—Average union hourly wage rates of local transit operating employees, by city and population group, Oct. 1, 1951 - Continued

City and population group	Average hourly rate	City and population group	Average hourly rate
Group IV (100,000 to 250,000): - Continued		Group IV (100,000 to 250,000): - Continued	
Salt Lake City, Utah	\$1.389	Norfolk, Va.	\$1.259
Duluth, Minn.	1.385	Knoxville, Tenn.	1.256
Chattanooga, Tenn.	1.374	Oklahoma City, Okla.	1.230
Scranton, Pa.	1.370	Savannah, Ga.	1.196
Little Rock, Ark.	1.368		
Miami, Fla.	1.355	Group V (40,000 to 100,000):	
Reading, Pa.	1.350	Manchester, N. H.	1.440
Charlotte, N. C.	1.323	Butte, Mont.	1.420
El Paso, Tex.	1.323	Charleston, S. C.	1.387
Mobile, Ala.	1.300	York, Pa.	1.378
Omaha, Nebr.	1.294	Average for Group V	1.357
Jacksonville, Fla.	1.280	Jackson, Miss.	1.277
Richmond, Va.	1.261	Portland, Maine	1.259
Wichita, Kans.	1.260		

1/ Includes St. Paul, Minn.

2/ Includes Rock Island and Moline, Ill., and Davenport, Iowa

TABLE 7.—Average union hourly wage rates of local transit operating employees, by region 1/ Oct. 1, 1951

Region 1/	Average rate per hour -			
	All workers	Operators of 1-man cars and busses	Motormen and conductors of 2-man cars	Elevated and subway operators
United States	\$1.60	\$1.60	\$1.59	\$1.63
New England	1.68	1.68	-	1.67
Middle Atlantic	1.62	1.63	1.51	1.63
Border States	1.58	1.58	-	-
Southeast	1.40	1.40	-	-
Great Lakes	1.66	1.67	1.63	1.65
Middle West	1.49	1.49	-	-
Southwest	1.39	1.39	1.43	-
Mountain	1.43	1.43	-	-
Pacific	1.59	1.60	1.54	-

1/ The regions used in this study include:

New England Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont;
 Middle Atlantic ... New Jersey, New York, and Pennsylvania;
 Border States Delaware, District of Columbia, Kentucky, Maryland, Virginia, and West Virginia;
 Southeast Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, and Tennessee;
 Great Lakes Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin;
 Middle West Iowa, Kansas, Missouri, Nebraska, North Dakota, and South Dakota;
 Southwest Arkansas, Louisiana, Oklahoma, and Texas;
 Mountain Arizona, Colorado, Idaho, Montana, New Mexico, Utah, and Wyoming;
 Pacific California, Nevada, Oregon, and Washington.

TABLE 8.—Distribution of standard weekly hours and percent of local transit operating employees affected, Oct. 1, 1951

Weekly hours	All workers	Operators of 1-man cars and busses	Motormen and conductors of 2-man surface cars	Elevated and subway operators
Average weekly hours	43.4	43.5	42.7	43.3
Total reporting standard hours	85.6	82.3	94.5	100.0
40 hours	30.5	30.6	41.6	15.4
Over 40 and under 44 hours	5.5	6.4	-	6.1
44 hours	31.9	24.2	42.9	76.4
46 hours .....	.2	.3	-	-
48 hours	14.3	17.1	7.4	2.1
Over 48 hours	3.2	3.7	2.6	-
Percent reporting no standard hours	14.4	17.7	5.5	-

TABLE 9.--Union scales of wages and hours for local transit operating employees, Oct. 1, 1950, and Oct. 1, 1951

[Hours are the same for both years unless otherwise indicated]

City and classification	Oct. 1, 1950	Oct. 1, 1951		City and classification	Oct. 1, 1950	Oct. 1, 1951	
	Rate per hour	Rate per hour	Hours per week 1/		Rate per hour	Rate per hour	Hours per week 1/
ATLANTA, GA.				CHARLOTTE, N. C.			
Busses and trackless trolleys:				Busses:			
First 3 months	\$1.300	\$1.330	-	First 3 months	\$1.050	\$1.100	-
7 - 12 months	1.360	1.390	-	4 - 6 months	1.100	1.150	-
After 1 year	1.400	1.430	-	7 - 12 months	1.150	1.200	-
Feeder busses:				After 1 year	1.300	1.350	-
First 3 months	1.250	1.280	-	CHATTANOOGA, TENN.			
7 - 12 months	1.310	1.340	-	Busses:			
After 1 year	1.350	1.380	-	First 3 months	1.240	1.260	-
BALTIMORE, MD.				4 - 12 months	1.280	1.300	-
2-man cars:				13 - 18 months	1.300	1.320	-
First 3 months	1.300	1.380	42½	19 - 24 months	1.330	1.350	-
4 - 6 months	1.400	1.450	42½	After 2 years	1.360	1.380	-
7 - 12 months	1.500	1.580	42½	CHICAGO, ILL.			
After 1 year	1.500	1.580	42½	2-man cars:			
1-man cars and busses:				First 3 months	1.550	1.620	40
First 3 months	1.350	1.430	42½	4 - 12 months	1.580	1.650	40
4 - 6 months	1.450	1.530	42½	After 1 year	1.600	1.670	40
7 - 12 months	1.500	1.580	42½	Night cars	1.650	1.720	40
After 1 year	1.550	1.630	42½	1-man cars:			
BIRMINGHAM, ALA.				Day	1.700	1.770	40
1-man cars, busses, and trolley cars:				Night	1.750	1.820	40
First 3 months	1.380	1.470	48	1-man busses:			
7 - 12 months	1.400	1.490	48	Day	1.700	1.770	40
After 1 year	1.430	1.520	48	Night	1.730	1.800	40
BOSTON, MASS.				Elevated and subway railways:			
1-man cars and busses:				Motormen:			
First 3 months	1.310	1.475	41½	First 3 months	1.557	1.627	40
4 - 6 months	1.425	1.590	41½	4 - 12 months	1.566	1.636	40
7 - 9 months	1.460	1.625	41½	After 1 year	1.611	1.681	40
10 - 12 months	1.505	1.670	41½	Conductors (regular)	1.566	1.636	40
After 1 year	1.600	1.765	41½	Conductors (extra):			
2-man cars:				First year	1.548	1.608	40
First 3 months	1.190	1.355	41½	After 1 year	1.566	1.636	40
4 - 6 months	1.310	1.475	41½	Guards (regular)	1.548	1.618	40
7 - 9 months	1.345	1.510	41½	Guards (extra):			
10 - 12 months	1.390	1.555	41½	First 3 months	1.520	1.590	40
After 1 year	1.485	1.650	41½	4 - 12 months	1.530	1.600	40
Rapid transit lines:				After 1 year	1.539	1.640	40
Guards:				Motor coaches:			
First 3 months	1.190	1.355	41½	1-man busses:			
4 - 6 months	1.310	1.475	41½	First 3 months	1.530	1.670	40
7 - 9 months	1.345	1.510	41½	7 - 12 months	1.580	1.720	40
10 - 12 months	1.390	1.555	41½	After 1 year	1.700	1.840	40
After 1 year	1.485	1.650	41½	CINCINNATI, OHIO			
Motormen:				1-man cars and busses:			
Road	1.545	1.710	41½	After 1 year	1.600	1.680	40
Yard	1.600	1.765	41½	CLEVELAND, OHIO			
BUFFALO, N. Y.				2-man cars:			
Busses:				First 3 months	1.400	1.520	44
First 3 months	1.450	1.500	-	4 - 12 months	1.430	1.550	44
4 - 12 months	1.480	1.530	-	After 1 year	1.450	1.570	44
After 1 year	1.500	1.580	-	Busses:			
BUTTE, MONT.				First 3 months	1.500	1.620	44
1-man busses	1.300	1.420	48	4 - 12 months	1.530	1.650	44
CHARLESTON, S. C.				After 1 year	1.550	1.670	44
Busses:				COLUMBUS, OHIO			
First 3 months	1.260	1.350	54	1-man cars, busses and coaches:			
4 - 12 months	1.280	1.370	54	First 3 months	1.440	1.520	48
After 1 year	1.300	1.390	54	4 - 12 months	1.470	1.550	48
				After 1 year	1.490	1.570	48

1/ Hours per week are shown only for those cities that reported a regular workweek after which premium overtime was paid.

TABLE 9.--Union scales of wages and hours for local transit operating employees, Oct. 1, 1950, and Oct. 1, 1951 - Continued

City and classification	Oct. 1, 1950	Oct. 1, 1951		City and classification	Oct. 1, 1950	Oct. 1, 1951	
	Rate per hour	Rate per hour	Hours per week 1/		Rate per hour	Rate per hour	Hours per week 1/
DALLAS, TEX.				HOUSTON, TEX. - Continued			
1-man cars and busses:				Busses: - Continued			
First year	\$1.230	\$1.330	54	10 - 15 months	\$1.280	\$1.360	51
After 1 year	1.280	1.380	54	After 15 months	1.310	1.390	51
DAYTON, OHIO				INDIANAPOLIS, IND.			
Busses:				1-man cars and busses:			
First 6 months	1.300	1.400	51	First year	1.430	1.460	40
7 - 12 months	1.350	1.450	51	1 - 2 years	1.450	1.480	40
After 1 year	1.400	1.500	51	After 2 years	1.500	1.530	40
DENVER, COLO.				JACKSON, MISS.			
1-man cars, busses, and trolley coaches:				Busses:			
First 3 months	1.310	1.380	2/48	First 12 months	1.150	1.230	-
4 - 12 months	1.320	1.390	2/48	After 12 months	1.200	1.280	-
13 - 18 months	1.330	1.400	2/48	JACKSONVILLE, FLA.			
19 - 24 months	1.340	1.410	2/48	Busses:			
After 2 years	1.350	1.420	2/48	First 6 months	1.100	1.180	3/48
DES MOINES, IOWA				7 - 12 months	1.150	1.230	3/48
1-man cars and busses:				After 1 year	1.200	1.280	3/48
First 3 months	1.320	1.380	-	KANSAS CITY, MO.			
4 - 12 months	1.350	1.430	-	1-man cars and busses:			
After 12 months	1.400	1.470	-	First 4 months	1.305	1.425	-
DETROIT, MICH.				5 - 8 months	1.325	1.445	-
2-man cars:				9 - 12 months	1.345	1.465	-
First 6 months	1.400	1.475	48	After 1 year	1.360	1.480	-
7 - 12 months	1.440	1.515	48	KNOXVILLE, TENN.			
After 1 year	1.500	1.575	48	Busses:			
Night cars	1.600	1.675	48	First year	1.200	1.250	3/48
1-man cars and busses:				Second year	1.250	1.300	3/48
First 6 months	1.500	1.575	48	After 2 years	1.300	1.350	3/48
7 - 12 months	1.540	1.615	48	LITTLE ROCK, ARK.			
After 1 year	1.600	1.675	48	1-man cars and busses:			
Night busses	1.700	1.775	48	First 6 months	1.100	1.220	-
DULUTH, MINN.				7 - 12 months	1.150	1.270	-
Busses:				13 - 18 months	1.200	1.320	-
First year	1.270	1.330	40	After 18 months	1.250	1.370	-
Second year	1.300	1.390	40	LOS ANGELES, CALIF.			
EL PASO, TEX.				1-man cars and busses:			
1-man cars and busses:				Los Angeles Transit Lines:			
First 3 months	1.120	1.200	-	First 6 months	1.430	1.460	40
4 - 9 months	1.170	1.250	-	After 6 months	1.520	1.550	40
10 - 12 months	1.220	1.300	-	Pacific Electric Railway Co.:			
After 1 year	1.270	1.350	-	First 6 months	1.540	1.540	-
ERIE, PA.				After 6 months	1.580	1.580	-
Busses:				2-man cars:			
First 6 months	1.300	1.350	40	Los Angeles Transit Lines:			
7 - 12 months	1.370	1.420	40	First 6 months	1.310	1.340	40
After 1 year	1.400	1.450	40	After 6 months	1.390	1.420	40
GRAND RAPIDS, MICH.				Pacific Electric Railway Co.:			
Busses:				First 6 months	1.440	1.440	-
First 3 months	1.255	1.325	48	After 6 months	1.480	1.480	-
4 - 12 months	1.305	1.375	48	Single track:			
After 1 year	1.355	1.425	48	First 6 months	1.490	1.490	-
HOUSTON, TEX.				After 6 months	1.530	1.530	-
Busses:				LOUISVILLE, KY.			
First 3 months	1.220	1.300	51	1-man cars and busses:			
4 - 9 months	1.250	1.330	51	First 3 months	1.230	1.350	48
				4 - 6 months	1.310	1.430	48
				7 - 12 months	1.360	1.480	48
				After 1 year	1.380	1.580	48

1/ Hours per week are shown only for those cities that reported a regular workweek after which premium overtime was paid.

2/ 51-hour week on Oct. 1, 1950.

3/ Hours per week not available on Oct. 1, 1950.

TABLE 9.--Union scales of wages and hours for local transit operating employees, Oct. 1, 1950, and Oct. 1, 1951 - Continued

City and classification	Oct. 1, 1950	Oct. 1, 1951		City and classification	Oct. 1, 1950	Oct. 1, 1951	
	Rate per hour	Rate per hour	Hours per week 1/		Rate per hour	Rate per hour	Hours per week 1/
MANCHESTER, N. H.				NEW YORK, N. Y.			
Busses:				Subways:			
First 3 months	\$1.230	\$1.300	40	Road motormen:			
4 - 12 months	1.300	1.370	40	First year	\$1.650	\$1.800	4/44
After 1 year	1.370	1.440	40	After 1 year	1.700	1.850	4/44
MEMPHIS, TENN.				Yard motormen:			
1-man cars and				First year	1.550	1.690	4/44
busses:				After 1 year	1.600	1.750	4/44
First year	1.300	1.410	48	Conductors:			
Second year	1.350	1.460	48	First position:			
After 2 years	1.400	1.510	48	First year	1.400	1.530	4/44
MIAMI, FLA.				After 1 year	1.450	1.580	4/44
Busses:				Second position	1.350	1.470	4/44
First 6 months	1.170	1.210	44	Platform men	1.300	1.420	4/44
7 - 12 months	1.270	1.310	44	1-man cars:			
After 1 year	1.320	1.360	44	Brooklyn-Queens Transit Lines:			
MILWAUKEE, WIS.				First 6 months	1.350	1.470	4/44
1-man cars and				7 - 12 months	1.450	1.580	4/44
busses:				After 1 year	1.550	1.690	4/44
First year	1.510	1.590	40	Busses:			
After 1 year	1.550	1.630	40	Avenue B and East Broadway Transit			
MINNEAPOLIS, MINN.				Company:			
2-man cars:				First 6 months	1.250	1.360	48
First 9 months	1.360	1.540	40	7 - 12 months	1.330	1.440	48
Second 9 months	1.390	1.570	40	13 - 24 months	1.390	1.500	48
After 18 months	1.420	1.600	40	After 2 years	1.490	1.600	48
1-man cars and				Brooklyn Bus Division, Comprehensive			
busses:				and East Side Omnibus Corp., Queens			
First 9 months	1.450	1.630	40	Bus Division:			
Second 9 months	1.480	1.660	40	First 6 months	1.350	1.470	4/44
After 13 months	1.520	1.700	40	7 - 12 months	1.450	1.580	4/44
MOBILE, ALA.				After 1 year	1.550	1.690	4/44
Busses:				Fifth Avenue Coach:			
First year	1.230	1.250	3/48	Drivers:			
After 1 year	1.280	1.300	3/48	First year	1.490	1.615	44
NEWARK, N. J.				Second year	1.500	1.625	44
1-man cars and				After 2 years	1.550	1.675	44
busses:				Double-decker drivers:			
First 3 months	1.550	1.660	44	First year	1.590	1.715	44
4 - 12 months	1.570	1.680	44	Second year	1.600	1.725	44
After 1 year	1.590	1.700	44	After 2 years	1.650	1.775	44
NEW HAVEN, CONN.				Green Lines:			
Connecticut Co.:				First 6 months	1.360	1.484	4/44
1-man cars and busses:				7 - 12 months	1.400	1.527	4/44
First 3 months	1.480	1.610	40	13 - 18 months	1.460	1.591	4/44
4 - 12 months	1.510	1.640	40	After 18 months	1.590	1.735	4/44
After 1 year	1.550	1.680	40	Jamaica Busses, Inc.:			
Orange St. Bus Co.:				First 6 months	1.260	1.370	48
Busses	1.250	1.250	51	7 - 12 months	1.320	1.430	48
NEW ORLEANS, LA.				13 - 18 months	1.380	1.490	48
2-man cars:				After 18 months	1.490	1.600	48
First 6 months	1.300	1.365	50 1/3	New York Omnibus Co.:			
7 - 12 months	1.330	1.395	50 1/3	First 6 months	1.310	1.425	44
After 1 year	1.360	1.425	50 1/3	7 - 12 months	1.410	1.525	44
1-man cars and				13 - 24 months	1.460	1.575	44
busses:				After 2 years	1.560	1.675	44
First 6 months	1.370	1.435	50 1/3	Queens-Nassau Transit Lines:			
7 - 12 months	1.400	1.465	50 1/3	First year	1.320	1.430	48
After 1 year	1.430	1.495	50 1/3	Second year	1.490	1.600	48
				Schenck Transport Co.:			
				First 6 months	1.150	1.230	48
				7 - 12 months	1.210	1.300	48
				13 - 24 months	1.270	1.360	48
				After 2 years	1.440	1.530	48
				Steinway Omnibus and Queensboro			
				Bridge Ry.:			
				First year	1.320	1.430	48
				After 1 year	1.490	1.600	48
				Third Avenue Ry. Transit			
				System:			
				First 6 months	1.250	1.350	48
				7 - 12 months	1.300	1.400	48
				13 - 18 months	1.350	1.450	48
				19 - 24 months	1.400	1.500	48
				After 2 years	1.500	1.600	48

1/ Hours per week are shown only for those cities that reported a regular workweek after which premium overtime was paid.

3/ Hours per week not available on Oct. 1, 1950.

4/ 48-hour week on Oct. 1, 1950.

TABLE 9.--Union scales of wages and hours for local transit operating employees, Oct. 1, 1950, and Oct. 1, 1951 - Continued

City and classification	Oct. 1, 1950	Oct. 1, 1951		City and classification	Oct. 1, 1950	Oct. 1, 1951	
	Rate per hour	Rate per hour	Hours per week 1/		Rate per hour	Rate per hour	Hours per week 1/
NEW YORK, N. Y. - Continued				PHOENIX, ARIZ.			
Buses: - Continued				1-man buses:			
Tri-Boro Coach Corp.:				First 6 months	\$1.350	\$1.450	3/48
First 6 months	\$1.320	\$1.350	48	7 - 12 months	1.400	1.500	3/48
7 - 12 months	1.405	1.430	48	After 1 year	1.450	1.590	3/48
13 - 18 months	1.490	1.515	48				
After 18 months	(2/)	1.600	48	PITTSBURGH, PA.			
NORFOLK, VA.				1-man cars:			
1-man cars and busses:				First 3 months	1.515	1.585	40
First 3 months	1.150	1.170	-	4 - 12 months	1.595	1.665	40
4 - 12 months	1.200	1.220	-	After 1 year	1.650	1.720	40
After 1 year	1.250	1.270	-	Buses:			
OAKLAND, CALIF.				First 3 months	1.475	1.475	40
1-man busses:				4 - 12 months	1.585	1.585	40
First 6 months	1.480	1.480	40	After 1 year	1.650	1.650	40
After 6 months	1.530	1.530	40	Bamford busses:			
2-man cars:				First 3 months	1.120	1.170	46
Trainmen:				4 - 8 months	1.250	1.300	46
First 6 months	1.480	1.480	40	8 - 12 months	1.380	1.430	46
After 6 months	1.530	1.530	40	After 1 year	1.500	1.550	46
OKLAHOMA CITY, OKLA.				Brentwood Motor Coach:			
1-man cars and busses:				First 6 months	1.270	1.320	46
First 6 months	1.130	1.130	-	7 - 12 months	1.370	1.420	46
7 - 12 months	1.180	1.180	-	After 1 year	1.490	1.550	46
After 1 year	1.260	1.260	-	West Side Motor			
OMAHA, NEBR.				Coach:			
1-man cars and busses:				First 3 months	1.390	1.450	40
First 6 months	1.230	1.230	-	4 - 12 months	1.440	1.500	40
7 - 12 months	1.260	1.260	-	After 1 year	1.490	1.550	40
After 1 year	1.300	1.300	-	PORTLAND, MAINE			
PEORIA, ILL.				Buses:			
1-man cars and busses:				First year	1.170	1.230	48
First 9 months	1.430	1.470	48	After 1 year	1.200	1.260	48
10 - 18 months	1.450	1.490	48	PORTLAND, OREG.			
After 18 months	1.470	1.510	48	1-man cars and busses:			
PHILADELPHIA, PA.				First 3 months	1.480	1.640	3/40
Subway, elevated, and				4 - 6 months	1.505	1.670	4/40
high-speed lines:				7 - 12 months	1.530	1.690	4/40
Operators:				After 1 year	1.560	1.720	3/40
First 3 months	1.350	1.510	44	PROVIDENCE, R. I.			
4 - 6 months	1.375	1.535	44	1-man cars and busses	1.550	1.650	40
7 - 9 months	1.400	1.560	44	READING, PA.			
10 - 12 months	1.425	1.585	44	1-man cars and busses	1.350	1.350	40
After 1 year	1.450	1.610	44	RICHMOND, VA.			
Conductors:				1-man cars and busses:			
First 3 months	1.270	1.410	44	First 3 months	1.150	1.170	-
4 - 6 months	1.295	1.435	44	4 - 12 months	1.200	1.220	-
7 - 9 months	1.320	1.460	44	After 1 year	1.250	1.270	-
10 - 12 months	1.345	1.485	44	ROCHESTER, N. Y.			
After 1 year	1.370	1.510	44	Subway cars	1.435	1.505	44
2-man cars:				Buses:			
First 3 months	1.270	1.410	44	First 3 months	1.395	1.475	44
4 - 6 months	1.295	1.435	44	4 - 12 months	1.415	1.495	44
7 - 9 months	1.320	1.460	44	After 1 year	1.435	1.505	44
10 - 12 months	1.345	1.485	44	ROCK ISLAND, (ILL.) DISTRICT 6/			
After 1 year	1.370	1.510	44	Buses:			
1-man cars and busses:				First 6 months	1.400	1.510	46
First 3 months	1.350	1.510	44	7 - 12 months	1.420	1.530	46
4 - 6 months	1.375	1.535	44	After 1 year	1.440	1.550	46
7 - 9 months	1.400	1.560	44				
10 - 12 months	1.425	1.585	44				
After 1 year	1.450	1.610	44				

1/ Hours per week are shown only for those cities that reported a regular workweek after which premium overtime was paid.

3/ Hours per week not available on Oct. 1, 1950.

5/ Data not available.

6/ Includes Rock Island and Moline, Ill., and Davenport, Iowa.

TABLE 9.--Union scales of wages and hours for local transit operating employees, Oct. 1, 1950, and Oct. 1, 1951 - Continued

City and classification	Oct. 1, 1950	Oct. 1, 1951		City and classification	Oct. 1, 1950	Oct. 1, 1951	
	Rate per hour	Rate per hour	Hours per week 1/		Rate per hour	Rate per hour	Hours per week 1/
ST. LOUIS, MO.				SPOKANE, WASH.			
1-man cars and busses:				1-man busses:			
First 4 months	\$1.280	\$1.400	-	First 6 months	\$1.350	\$1.425	-
5 - 8 months	1.330	1.450	-	7 - 12 months	1.350	1.475	-
9 - 12 months	1.380	1.500	-	After 1 year	1.400	1.525	3/51
After 12 months	1.430	1.550	-	SPRINGFIELD, MASS.			
St. Louis County:				Busses:			
Busses:				First 3 months	1.450	1.550	40
First 6 months	1.100	1.275	-	4 - 12 months	1.505	1.605	40
After 6 months	1.250	1.375	-	After 1 year	1.550	1.650	40
ST. PAUL, MINN.				SYRACUSE, N. Y.			
(Scales same as under Minneapolis, Minn.)				1-man cars and busses:			
SALT LAKE CITY, UTAH				First 3 months	1.320	1.390	48
1-man busses:				4 - 12 months	1.340	1.410	48
First 6 months	1.270	1.320	-	After 1 year	1.360	1.430	48
After 6 months	1.350	1.400	-	TOLLEDO, OHIO			
SAN ANTONIO, TEX.				1-man cars and busses:			
Busses:				First 6 months	1.430	1.520	48
First 6 months	1.080	1.180	-	7 - 12 months	1.450	1.540	48
7 - 12 months	1.160	1.260	-	After 1 year	1.480	1.570	48
13 - 18 months	1.220	1.320	-	WASHINGTON, D. C.			
After 18 months	1.300	1.400	-	1-man cars and busses:			
SAN FRANCISCO, CALIF.				First 3 months	1.470	1.620	40
1-man busses and trackless trolleys ...	1.530	1.635	48	4 - 12 months	1.510	1.660	40
2-man cars	1.530	1.635	48	After 1 year	1.550	1.700	40
Cable gripmen and conductors	1.530	1.635	48	WICHITA, KANS.			
SAVANNAH, GA.				Busses:			
Busses:				1 - 3 months	1.000	1.100	-
First 6 months	1.000	1.100	-	4 - 6 months	1.040	1.140	-
7 - 12 months	1.050	1.150	-	7 - 9 months	1.080	1.180	-
After 1 year	1.100	1.200	-	10 - 12 months	1.120	1.220	-
SCRANTON, PA.				13 - 18 months	1.160	1.260	-
Busses:				After 18 months	1.200	1.300	-
First 3 months	1.240	1.290	-	WORCESTER, MASS.			
4 - 12 months	1.290	1.340	-	1-man cars and busses:			
After 1 year	1.320	1.370	-	First 3 months	1.450	1.450	40
1-man cars	1.320	1.370	-	4 - 12 months	1.500	1.500	40
SEATTLE, WASH.				After 1 year	1.550	1.550	40
1-man busses:				YORK, PA.			
First 6 months	1.620	1.705	-	Busses:			
After 6 months	1.670	1.760	-	First 6 months	1.220	1.300	40
SOUTH BEND, IND.				7 - 12 months	1.260	1.340	40
Busses:				After 1 year	1.300	1.380	40
First 6 months	1.510	1.545	40	YOUNGSTOWN, OHIO			
Second 6 months	1.535	1.570	40	Busses:			
After 1 year	1.560	1.595	40	First year	1.400	1.450	44
				After 1 year	1.450	1.500	44

1/ Hours per week are shown only for those cities that reported a regular workweek after which premium overtime was paid.
 3/ Hours per week not available on Oct. 1, 1950.